

WHAT THE RAILROADS DO WITH THEIR INCOME

WHY THEY ARE CONSIDERED THE GREAT BUSINESS BAR- OMETER OF THE NATION

In contemplating the crisis which confronts the railroads at the present time, and which was briefly explained in last week's article, it is important for the reader to realize that the railroads and the public face each other under radically changed conditions today from those which prevailed a few years ago. The abuses and scandals which have been a'rd before the Interstate Commerce Commission during recent months were perpetrated for the most part under the old regime of a dozen or so years ago, and can never be repeated under the conditions which now prevail. On the one hand, the Interstate Commerce Commission and the different states, either through their Public Utility Commissions or Legislatures, say what rates the railroads shall charge for service. In addition to this, a proposal is now pending in Congress to give the government the right to investigate all new interstate securities before they can be placed upon the market, while similar authority is already being exercised within the states by the different public utility commissions. This means that the last vestige of control over their finances will have been taken away from the railroads and that henceforth their fate will lie absolutely in the hollow of the people's hands. In this connection, we wish to again remind the reader that the hundreds of honest railroad officials throughout the country—men who have managed their properties without a breath of scandal or public criticism—should not be condemned because of the misdeeds of the few. With an aroused public conscience on the one hand and scores of railroad officials throughout the country sincerely and actively co-operating with the different public authorities on the other, we can safely let by-gones be by-gones—wipe the slate, and, with a square deal for the people, the investor and the railroads alike, "start over again."

The President's Anxiety

In last week's article we quoted a portion of President Wilson's recent reply to a group of Eastern railroad executives. That the President has become profoundly concerned over the present crisis which confronts the transportation companies is once more made strikingly apparent in his letter concerning the inauguration of the new banking system to Secretary McAdoo a few days ago, in which he said:

"The railroads of the country are almost as much affected (by the war), not so much because their business is curtailed as because their credit is called in question by doubt as to their earning capacity. There is no other interest so central to the business welfare of the country as this. No doubt, in the light of the new day, with its new understandings, the problem of the railroads will also be met and dealt with in a spirit of candor and justice."

Like utterances have come from scores of other prominent public men and financiers during the last few weeks—men who are above making a selfish plea for any private or corporate interest and whose sole desire is that American business shall emerge from the present precarious situation without disaster. Under these circumstances it is the merest folly for any citizen to treat the present crisis lightly or flippantly, for we are passing through a period in which the financial resources of every nation in the world will be tested as never before.

Where Railroad Receipts Go

In order that the reader may realize what a tremendous factor the railroads are in the every day business life of the nation and what they mean to its prosperity, we wish to analyze briefly what becomes of an average year's railroad income. Just as the idea has prevailed in the minds of many that the railroads are owned by a few rich men, so the thought has also found deep root that they collect millions of dollars from the public which go into the coffers of a handful of millionaires, and which are permanently withdrawn from the thrift and industry of the people.

At the close of the fiscal year ending June 30, 1913, the records at Washington show that the railroads of the United States had collected a gross income from all branches of their service amounting to \$3,118,929,318. Of this sum, \$1,373,830,589 was paid out for labor—or, to put it in another way, almost 50 cents out of every dollar they took in was immediately paid out to the hundreds of thousands of men and women whom they employ in the

conduct of their business. For maintenance of way, equipment, depots, etc., they disbursed \$929,167,491—or almost another thousand million dollars—and in this vast item the reader can grasp what railroad prosperity means to the great steel mills, the lumber and coal industry, the big car and locomotive building concerns, and the resources of railroad supplies. In taxes they paid out the enormous sum of \$123,682,118, which helped to maintain the public schools, public highways and other revenue expenses of every state, county and incorporated town and city in the country. After the interest has been paid on their funded debt and all other characters of expense have been met, they had \$153,426,676 left out of which to declare dividends and to use as a surplus fund for emergencies and improvements of one kind and another.

In other words, after the railroads got through paying for their labor, steel, lumber, coal, interest and other necessary expenses, the above little more than \$153,000,000 was all the surplus they had left for themselves out of an income of more than three billion dollars—and this, too, upon properties worth the gigantic sum of twenty billion dollars, or less than 1 per cent upon the total capital invested in the railroads of the country. Thus it can be seen that on the basis of the present rates the railroads pay back to the public in one way and another practically every dollar they receive for service.

Burning Candle at Both Ends

As a matter of fact, if every railroad in the country had charged off a proper percentage for depreciation, instead of having had a surplus of \$153,000,000 left in 1913, they would have had an actual deficit running into the millions. Some of the larger systems have a fixed yearly depreciation charge—but scores of the weaker lines, in their frantic endeavor to pay the interest on their debts and maintain the standing of their securities, use every dollar of their income to this end, and hence one of the most alarming phases of the present railroad situation is that this process of "burning the candle at both ends" means a deterioration of rolling stock and roadbeds which will render the continuance of adequate and safe service for the public impossible in the very near future. In a recent article, James J. Hill, the great "Empire Builder of the North," points out that American railroads should spend at least \$500,000,000 annually in improvements and betterments—and it is therefore no exaggeration to say that rapidly deteriorating equipment is one of the ghosts which haunts hundreds of railroad managers throughout the country at the present hour.

As was stated in last week's article, the operating income of the railroads for the fiscal year ending June 30, 1914, was \$120,000,000 less than for 1913, while expenses and taxes were \$76,000,000 greater. It can therefore be seen at a glance that unless the railroads are given some increase in rates in the very near future the time when many of them will go upon the rocks of financial ruin is not far off—and yet the slight increase necessary to save them is so small that the average citizen would not be conscious of it after it had gone into effect.

A Barometer of Prosperity

It is an old saying that when the railroads are prosperous everybody is prosperous, and the manner in which their income is disbursed, as above explained, tells the reason why. In short, for years they have been regarded as the great business barometer of the nation. No other industry in the country employs so many men as do the railroads, and, furthermore, it is a high grade of labor employed upon as lucrative a basis as obtains in any other large industry. When times are good nearly two million people, first and last, are employed by the railroads, and when this vast army is working full time and is contented the millions they pay out for merchandise and for the living necessities produced on the farm cannot help but have a tremendous effect upon the commerce and agriculture of the country.

But this is only half the story. Aside from the nearly two million operatives directly employed by the railroads in normal times, the hundreds of thousands of men who work in the great steel mills, the coal mines, the lumber industry and in the big car and locomotive shops are equally vitally affected, for when the railroads are making extensive improvements and buying heavily of these supplies it means that these great industries are running full shift, while when the railroads are subsisting only upon absolute neces-

sities it means that many of them are only working half shift while scores are shut down altogether.

That the farmer has a very vital and personal interest in this situation should be apparent at a glance. When the millions of laboring men in the United States are profitably employed and when all our great industrial enterprises are running full shift it means that he will have a larger demand and receive a higher price for the things he produces on his farm—for his corn, wheat, pork, beef, mutton, cotton, wool and other farm products. In other words, so closely allied is the transportation problem to all the other great industries of the nation that the general welfare of the railroads has become a fundamental concern of every other interest.—(Paid Adv. To be continued next week.)

TRY THIS FOR NEURALGIA

Thousands of people keep on suffering with Neuralgia because they do not know what to do for it. Neuralgia is a pain in the nerves. What you want to do is to soothe the nerve itself. Apply Sloan's Liniment to the surface over the painful part—do not rub it in. Sloan's Liniment penetrates very quickly to the sore, irritated nerve and allays the inflammation. Get a bottle of Sloan's Liniment for 25 cents of any druggist and have it in the house—against Colds, Sore and Swollen Joints, Lumbago, Sciatica and like ailments. Your money back if not satisfied, but it does give almost instant relief. Adv No 2—4799

Make Our City Prosperous

The most prosperous cities in any state are those where the people are loyal to the home merchants. Sears, of the great mail order house of Sears-Roebuck, has recently died and left an estate valued at \$17,000,000. Quite a snug sum gathered up from the hundreds of thousands of patrons who set in their money from this and other cities to enrich Mr. Sears. He is not to be blamed for his success. He was not responsible for it. Were you? Yes, you were, if you patronized the firm at the expense of the home merchant. If you received a superior class of merchandise at a better price than the home merchant could offer you, then you were not to be censured. But you did not. The home merchant carries dependable goods. His existence depends upon his handling that class of merchandise. And his prices must be right in order to retain his customers. Put it on the ground of an even break with the mail order house, the local dealer is entitled to the business. He is the man who pays the taxes that support the schools, the churches, the municipality; he is the man who contributes to every public enterprise and to charitable movements. He is the first man that responds to the appeal for help. If he is prosperous he can contribute more. If he is prosperous he can enlarge his store, he can carry a larger line of merchandise, he can go farther to meet metropolitan competition in the amount and variety of goods carried. Don't you want those kind of stores? Don't you want those kind of merchants? You can have them by buying at home. Cut out the peddler and the mail order house and bring prosperity to the business men at home. The peddler for the mail order house is here today and gone tomorrow. What if your article is unsatisfactory? Where do you get redress? The home merchants are here to make good. The peddler has your money and left the city. There isn't a single argument in favor of the peddler for the mail order house as against the home merchant. Your purchases at home give the merchant an opportunity to reciprocate in many ways. Money sent away is lost so far as reciprocal benefit is concerned. If you want to see a snappy, lively and prosperous retail city make your resolution to trade with home business men and you will see a change that will astonish you. They are entitled to your most loyal support. Give it to them.

No use to squirm and wince and try to wear out your Rheumatism. It will wear you out instead. Apply some Sloan's Liniment. Need not rub it in—just let it penetrate all through the affected parts, relieve the soreness and draw the pain. You get ease at once and feel so much better you want to go right out and tell other sufferers about Sloan's. Get a bottle of Sloan's Liniment for 25 cents of any druggist and have it in the house—against Colds, Sore and Swollen Joints, Lumbago, Sciatica and like ailments. Your money back if not satisfied, but it does give almost instant relief. Buy a bottle today. adv No 1—4799

Hints for New Year's Day

Look not upon the wine list when it is read.
Don't eat pie with your fingers; try your mouth—it tastes much better.

In conversation, slide over the weather chestnut and talk about woman suffrage.
Don't ask how many calls the young lady's had; you should rather seek to discourage falsehood.

Don't enter the parlor with muddy boots; you may be taken for a carpet cleaner anxious to work.

Do not carry a cane; some of the ladies on whom you call may consider one stick at all sufficient.

Have your boots nicely polished, proving conclusively that if you can't shine at one end you can at the other.

Don't allow the young lady to help you to any one thing on the table more than twice; the third time help yourself.

Be sure that you have your own hat and coat when leaving; this may not be for your financial aggrandizement but it's safer.

FIRE DEPARTMENT ELECTS OFFICERS

Alliance Department Elects Officers for Year 1915 and Appoints Delegates to State Convention

At the regular meeting of the Alliance volunteer fire department, held Wednesday evening, December 23, the following officers were elected for the year 1915: Lloyd C. Thomas, president; P. E. Romig, vice president; Charles Hill, chief; L. E. Pilkington, assistant chief; W. W. Hall, foreman hose company No. 1; Geo. Nation, assistant; Frank Merritt, foreman hose company No. 2; Wm. Zehrung, assistant; Harold Snyder, foreman hook and ladder company No. 3; Dwight Zediker, assistant; P. E. Rolison, secretary; Dr. Geo. J. Hand, treasurer; Geo. Keiser, trustee; Carl H. Zehrung, delegate to state convention for company No. 1; John Liggett, delegate for No. 2; Day Cunningham, alternate; Geo. Keiser, delegate for No. 3; R. D. Hart, alternate.

Those who will probably attend the state convention at Nebraska City the middle of January, from the local department, are Carl Zehrung, John Liggett, Geo. Keiser, P. E. Romig, Charles Hill, John W. Guthrie, Harold Snyder, B. Rowland and Lloyd C. Thomas.

Deaths from Gas in Silos

Following the report of the death of four men last fall from asphyxiation after entering a partially filled silo at the Athens, Ohio, State Hospital, the agricultural engineering department at the Nebraska University Farm secured a detailed account from the superintendent.

According to the superintendent's report, the patients had been employed to tramp the silage, and on the morning of the accident they had entered the silo at the first open door. The silage, made up entirely of corn (some of which was a little green), had settled about three feet during the previous night, so that it was approximately five and one-half feet below the first open door. As the fifth man was about to enter, he noticed that the other four were prostrated and apparently unconscious. He secured assistance, and the men were removed in about ten minutes, but they were beyond recovery.

As the gas that formed is heavier than air, it settled at the bottom and filled the silo up to the first opening. The remedy lies in having good ventilation. This may be secured by keeping the side doors open and starting the blower a few minutes before entering the silo. If a lighted lantern is lowered, and the gas is present, the flame will become extinguished almost instantly. There is little danger in the formation of gas except at the time of filling and during the first week afterward.

Don't Delay Treating Your Cough

A slight cough often becomes serious, Lungs get congested, Bronchial Tubes fill with mucus. Your vitality is reduced. You need Dr. Bell's Pine-Tar-Honey. It soothes your irritated air passages, loosens mucus and makes your system resist Colds. Give the Baby and Children Dr. Bell's Pine-Tar-Honey. It's guaranteed to help them. Only 25c, at your druggist. 48-41-4029

ASH GROVE NEWS

Mr. and Mrs. A. T. Berg left Monday for Lincoln to spend the holidays with relatives.

John Mutz was a caller at C. W. Sisley's Friday night.

Dan Colerick took cattle to the hills last Saturday.

Tillie Belgum returned home from her eastern trip last Saturday.

Mr. and Mrs. A. H. Groves and family spent Sunday at Mr. and Mrs. Guy Rust's.

Misses Nettie and May Nation, teachers of the districts number 12 and 38, gave a Christmas entertainment last Friday evening to a well filled house, and felt well paid for their trip in the cold.

Whole Family Benefited By Wonderful Remedy

There are many little things to annoy us, under present conditions of life. The hurry, hard work, noise and strain all tell on us and tend to provoke nervousness and irritability. We are frequently so worn out we can neither eat, sleep nor work with any comfort. We are out of line with ourselves and others as well.

A good thing to do under such circumstances is to take something like

Dr. Miles' Anti-Pain Pills

to relieve the strain on the nerves. Mrs. J. B. Hartfield, 82 Plum St., Atlanta Ga., writes:

"I have on several occasions been vastly relieved by the use of your medicine, especially the Anti-Pain Pills, which I keep constantly on hand for the use of myself, husband and two sons. Nothing in the world equals them as a headache remedy. Often I am enabled by the use of one or two of the Pills to continue my housework when otherwise I would be in bed. My husband joins me in my praise of the Anti-Pain Pills and Nerveine."

Dr. Miles' Anti-Pain Pills

are relied upon to relieve pain, nervousness and irritability in thousands of households. Of proven merit after twenty years' use, you can have no reason for being longer without them.

At all Druggists, 25 doses 25 cents. MILES MEDICAL CO., Elkhart, Ind.

GOOD COAL

will keep your home and office warm and comfortable during the cold winter months. Good coal costs no more than inferior grades if you know where to buy it. WE HAVE A BIG SUPPLY OF

Colorado Lump
Colorado Nut
Pennsylvania Chestnut
Monarch Lump
Peacock
Coke

ready for delivery. Phone 73 and we will supply your demands.

All Kinds of Lumber

FOREST LUMBER CO.

A. A. RALLS, Manager

Many People

take their meals regularly at this cafe for they like our service and cooking. We serve only the best and we give our personal attention to the cooking. When you eat here you know that everything is clean and neat and that the food served to you is fresh.

If you are not one of our regular customers we invite you to call and become acquainted. Take one meal here. We know that you will come again.

The Alliance Cafe

JESSE M. MILLER, Prop.

Our Customers

like the flavor of our products. They often say that nothing tastes as good as Nohe's bread or Nohe's bakery products. We sell fresh bread, pies, cakes, etc., at reasonable prices.

You are invited to inspect our bakery and kitchen at any time. They are kept absolutely clean at all times. We will be glad to show you the ingredients of our products—we use no alum in our bread.

When you are hungry eat at our Cafe. The meals are "like mother used to cook".

NOHE'S
BAKERY AND CAFE

PHILIP NOHE, Prop.



DYE & OWENS
Transfer Line

Household goods moved promptly and transfer work solicited.

Dray Phone 54

Residence phone 838 and Blue 574